



23 October 1995

Maintenance

**EQUIPMENT INVENTORY, MULTIPLE
STATUS, AND UTILIZATION REPORTING
SYSTEM (EIMSURS)**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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OPR: HQ AMC/LGQA
(Mr John L. Pugh)
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1.3. The AMC office of primary responsibility (OPR) for AFI21-103 and this supplement is HQ AMC/LGQA, Scott AFB IL 62225-5308.

1.3a. The office of collateral responsibility (OCR) for aerospace vehicle utilization is AMC TACC/XOOMH, Scott AFB IL 62225-5303.

2.1.2. The quality assurance evaluator (QAE) for all contract logistics support (CLS) for C21 units will ensure that HQ AMC/LGQA is furnished a copy of contractor generated forms for reporting end of month inventory and utilization of aircraft.

2.10.6. (Added) When gaining or losing possession of an aircraft to another unit or depot maintenance, AMC units may use possession code BT for up to 72 hours to cover the time required for acceptance and transfer inspections. This time period will not be extended to accomplish scheduled maintenance (e.g. time compliance technical orders, isochronal inspections (ISO), etc.).

2.12.2.6. (Added) Aircraft deployed to European Tanker Task Force (ETTF) will transfer at landing at Mildenhall to the USAFE unit. Flying time for the flight over to ETTF belongs to the home station unit. On return to home station after ETTF, possession changes back to the home station on takeoff. Flying hours for the return flight belong to the home station.

2.12.2.7. (Added) Aircraft deployed to Southwest Asia (Riyadh) will transfer possession to Riyadh on landing at Riyadh. Flying hours for the flight over to Southwest Asia belong to the home station unit. On return from deployment, possession will change back to the home station unit at takeoff from Riyadh. Flying hours for the return flight belongs to the home station unit. Aircraft will transit Mildenhall, but will not change possession to the USAFE unit at Mildenhall.

2.12.4. AMC units performing corrosion control, refurbishment or other major command directed maintenance (i.e. QUEEN BEE) on other units' aircraft are authorized to use possession code BK for the time they possess the aircraft.

2.14.1. For intracommand transfers (within AMC), aerospace vehicle possession changes will require only one message that will be submitted by the gaining organization.

- The gain message will be submitted according to attachment 12.
- It is now necessary for the gaining unit to verify the above information (e.g. the actual time of transfer from the Air Force 781 series forms or by contacting the losing organization). Gain and loss times must match to the minute in order to avoid REMIS errors.
- A loss and gain message will be required on all intercommand movements (outside AMC including programmed depot maintenance and contract facilities). In these instances, the losing organization must include the reason for movement.
- The base accounting and finance and fuels management offices of both the gaining and losing organizations will be information addressees on all possession changes (gain or loss) and termination action so record of aviation fuels in management accounting systems may be updated.

2.15. Follow the local time with the equivalent Zulu time in parenthesis.

2.21.2. AMC aircraft performance and reliability standards will be computed using only CA, CC, CF, IF, ZA, ZB, and IF possession purpose identifiers.

2.24.1. All AMC MESLs will be maintained and distributed by the respective weapons system manager at HQ AMC/LGA or HQ AMC/LGF. MESLs will be published under the authority of this paragraph. MESLs will be distributed as an attachment to a coordinated transmittal letter signed by the LGM of all affected commands.

2.22.8.3. Aircraft completing a scheduled inspection “look phase or fix phase” maintenance and not capable of being returned to FMC or PMC status within 2 hours will retain the scheduled status code and scheduled work unit code. The inspection work unit code will be used from the beginning of the inspection through completion of the fix phase. The next work unit code to use for status will be for the unscheduled discrepancy or part estimated to render the aircraft NMC or PMC for the longest time. Refurbishments are included in these rules.

2.26.6. The maintenance and supply conditions do not have to be related to the same system for “both” conditions to exist. However, each must fit the criteria by itself for the establishing PMC or NMC status as applicable.

2.26.6. (Added) Except as noted in appropriate MESL, all systems listed in the MESL must be operational before aircraft assumes alert. For an aircraft on alert, discrepancies on systems listed in the MESL required for that alert line that renders it inoperative must be corrected (even though the weapons system may be temporally in a PMCM condition while being repaired if the aircraft is to remain on alert). If these discrepancies can be repaired within “launchable” time frames, there is no requirement to degrade the aircraft.

2.27.1. (Added) (FOR CAMS UNITS) Plans and Scheduling will provide the Flight Records with a daily operational utilization report, a monthly utilization report on the first duty day of each week, and another when monthly generation occurs. Plans and Scheduling will also provide Flight Records other reports to manage the flying hour program, as required.

2.27.1.1. The Chief of Current Operations (i.e. flying hour management) is the operations function responsible for verifying the accuracy of CAMS aircraft utilization data.

2.27.1.2. Flight Records will determine the accuracy of CAMS aircraft utilization data as recorded on the AFTO Form 781 or TDY utilization message. Annotate discrepancies on the daily utilization reports, including correct takeoff and landing times. The Chief of Flight Records or designated representative will sign the validation statement on the daily operational utilization report. Flight Records will coordinate with the Maintenance Aircraft Control Center (MACC) to ensure required corrections were made to the CAMS database.

NOTE:

In cases where a daily operational utilization report (PCN SG054-31D) is not received, Flight Records will request a monthly utilization report (PCN SG054-31C) with the next available daily report. To ensure utilization data has been correctly input, compare (aircraft by aircraft) the "31C" report with the last daily listing. Units will ensure procedures are established to monitor AFTO Forms 781 or TDY utilization messages until entry into CAMS can be verified.

2.27.1.2.1. As a minimum, Flight Records will verify the following items on the daily operational utilization report or the detailed operational events listing against the AFTO Form 781 or TDY utilization message:

- Utilization Date. NOTE 1.
- Mission Design Series (MDS).
- Equipment ID (Acft Serial No.).
- Aircraft Utilization Code (AUC): Mission symbol and program element identifier (PEID).
- Takeoff time (local). NOTE 1 and 2.
- Landing time (local). NOTE 1 and 2.
- Duration. NOTE 1.
- Total landings. NOTE 1.
- Total hours this month.
- Number of sorties.

NOTES:

1. Any flight that starts before 2400GMT and ends after 2400GMT is recorded and reported to the date of takeoff on one AFTO Form 781/TDY utilization message. All flying time, sorties, and landings are charged to the Zulu date of takeoff.
2. Convert GMT takeoff and landing times shown on the AFTO Form 781/TDY utilization to local time before verifying against the daily operational utilization report or the detailed operational events listing.

2.27.1.2.2. It is optional to use and maintain the monthly operational utilization report (PCN SG054-31M).

2.27.1.2.3. The monthly utilization report (PCN SG054-31C), created with the end of month tape generation, reflects official data to MAJCOMs. Flight records will maintain a log by aircraft and mission symbol to verify the following items on this report.

- Aircraft serial number

- MDS
- Organization
- Command code (possessing CMD: AMC)
- Station location code
- Possession identifier (verify against basic assigned status, item 7)
- Basic asgn status (block 5, AFTO Form 781)
- Basic command or OSI (assignment CMD)—if different than item 4, verify accuracy with job control
- Utilized program element code (PEC): NOTE
- Aircraft utilization code (AUC) (mission symbol)
- Flying hours, sorties, and landings (in preceding PEC and AUC)
- Summary data.

NOTE:

Verify against PECs cited in quarterly flying hour allocation documents. PEC is generated by the applicable program element identifier (PEID) as recorded on the AFTO Form 781 or TDY utilization message.

2.27.1.2.4. Wing Plans and Scheduling and Flight Records will maintain copies of the validated operational utilization reports according to AFR 4-20, table 65-1, rules 4 and 14, as follows:

PCN	Title	Retention
SG054-31P	Monthly utilization report	2 years
SG054-31P	Daily report (if used)	3 months
SG054-49P	Detailed operational events listing (if 3 months used)	

NOTE:

Retention for above reports will be current month plus time period required.

2.27.1.12.5. Unit DOTF will notify HQ AMC/DOMH by telephone (DSN 576-1624) on discovering discrepancies that will require MAJCOM intervention.

2.27.2.. (Added) (FOR G081 UNITS) Plans and Scheduling will give the host Flight Records flying hour audit list, an aircraft PEC summary report on the first duty day of each week and another when monthly generation occurs. Plans and Scheduling will also provide Flight Records with other reports to manage the flying hour program as required.

2.27.2.1. The Chief of the Aircrew Scheduling and Support Division (i.e. flying-hour management) is the operations function responsible for verifying the accuracy of G081 aircraft utilization data.

2.27.2.2. Flight Records will determine the accuracy of G081 aircraft utilization data as recorded on AFTO Form 781 or TDY utilization message. Annotate discrepancies on the daily utilization reports, including correct takeoff and landing times. The Chief of Flight Records or designated representative will

sign the validation statement on the flying hour audit list. Flight Records will coordinate with debriefing to ensure required corrections were made to the G081 data base.

NOTE:

In cases where a flying hour audit list (screen 67034) is not received, Flight Records will request an aircraft PEC summary report (screen 67168) with the next available daily report. To ensure utilization data has been correctly inputted, compare (aircraft by aircraft) the aircraft PEC summary report with the last daily listing. Units will ensure procedures are established to monitor AFTO Form 781 or TDY utilization messages until entry into G081 can be verified.

2.27.2.2.1. As a minimum, Flight Records will verify the following items on the flying hour audit list against the AFTO Form 781 or TDY utilization message:

- Utilization date: NOTE 1.
- Mission design series (MDS).
- Equipment ID (aircraft serial number.) and PEID.
- Takeoff time (local): NOTE 1 and 2.
- Landing time (local): NOTE 1 and 2.
- Duration: NOTE 1
- Total landings: NOTE 1
- Total hours this month
- Number of sorties.

NOTES:

1. Any flight that starts before 2400GMT and ends after 2400GMT is recorded and reported to the date of takeoff on one AFTO Form 781 or TDY utilization message. All flying time, sorties, and landings are charged to the Zulu date of takeoff.
2. Convert GMT takeoff and landing times shown on the AFTO Form 781 or TDY utilization to local time before verifying against the flying hour audit list.

2.27.2.2.2. Aircraft PEC summary report created at the end of month reflects official data sent to MAJ-COMs. Flight Records will maintain a log by aircraft and mission symbol to verify the following items on this report:

- Aircraft serial number
- MDS
- Organization
- Command code. (Possessing CMD: AMC)
- Station location code.
- Possession identifier (verify against basic assignedb status, item 7)
- Basic asgn status (block 5, AFTO Form 781)
- Basic command or OSI (assignment CMD). If different than item 4, verify accuracy with job control

- Utilized PEC: NOTE
- Aircraft Utilization Code (AUC): Mission symbol
- Flying hours, sorties, and landings: in preceding PEC and AUC
- Summary data

NOTE:

Verify against PEC cited in quarterly flying hour allocation documents. PEC is generated by the applicable program element identifier (PEID) as recorded on the AFTO Form 781 or TDY utilization message.

2.27.2.2.3. Flight Records will maintain copies of the validated flying hour audit list according to AFR 4-20, table 65-1, rules 4 and 14, as follows.

PCN	Title	Retention
67168	Aircraft PEC summary report	2 years
67034	Flying hour audit list	3 months

NOTE:

Retention for above reports will be current month plus time period required.

2.27.2.2.4. When Flight Records detects discrepancies in reports or when AFTO Forms 781 or TDY utilization messages arrive after monthly generation, the unit DOT will identify that utilization data to HQ AMC/LGQA/DOOMH by message not later than the 8th calendar day following the report month. Also, send a copy of this message to your local FM office for inclusion into their Fuels Accounting Management System (FAMS). Messages will provide the following information:

- Identify the affected month of the flying hour report discrepancy.
- State the cause of the reporting problem.
- State the corrective actions taken, if applicable, and why action was not taken to correct the discrepancy prior to monthly generation.
- To enable AMC headquarters to input the correct utilization data, identify the aircraft MDS, complete tail number, PEC, mission symbol, required adjustments to hours, sorties, landings and total hours, sorties and landings. Indicate if data will be reported as late time in the following month's G081report.

NOTE:

Unit DOTF will notify HQ AMC/XOOMH by telephone (DSN 576-1624) on discovery of discrepancies which will require MAJCOM intervention.

2.27.4. . (Added) . AMC units will submit as a back-up a monthly recapitulation by mission symbol of aircraft utilization via priority message to HQ AMC/LGQA not later than the 5th of the month following the as-of month. AMC units using CAMS as an alternate may submit the pages of the end of month air-

craft utilization report (AUR) showing cumulative totals by mission symbol. The AUR may be telefaxed to DSN 576-5544, ATTN: HQ AMC/LGQA.

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